Survey No. T-510

Magi No

Magi No. 2105105633

DOE _yes x no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SAILING LOG CANOE FLEET THEMATIC GROUP

| and/or common log canoe 2. Location street & number | | et en | | |
|--|--|---|--|--|
| and/or common log canoe 2. Location street & number | 1. Name (indicate pr | eferred name) | | |
| 2. Location street & number Sherwood Road | historic SANDY | | | |
| 2. Location street & number | and/or common log canoe | | | |
| city, town Sherwood | | | | |
| city, town Sherwood | street & number Sherwood Road | | n/a_not for public | ation |
| State Maryland 024 county Talbot 041 3. Classification Category Ownership Status Present Use agriculture museum park unoccupled commercial park unoccupled commercial park unoccupled commercial park estidents work in progress educational private residents work in progress deducational private residents work in progress and undustrial transportation military other: abelian considered yes: unrestricted industrial transportation military other: 4. Owner of Property (give names and mailing addresses of all owners) Acceptable no military other: 4. Owner of Property (give names and mailing addresses of all owners) Acceptable no military other: 4. Owner of Property (give names and mailing addresses of all owners) Acceptable no military other: 5. Location of Legal Description accurrhouse, registry of deeds, etc. n/a liber courthouse, registry of deeds, etc. n/a liber courthouse, registry of deeds, etc. n/a liber courthouse negistry of deeds, etc. n/a liber Acceptable no courthouse is tate Maryland Historical Trust Historic Sites Inventory ate 1984 fedoral trust state county is to the town of the court of the court of the county of the court of the c | city, town Sherwood | n/a_ vicinity of | | : |
| 3. Classification Category Ownership Status Present Use agriculture museum public X occupied commercial park of the public Acquisition site Public Acquisition Accessible X entertainment religious scientific yes: restricted government scientific yes: restricted industrial x transportation military other: 4. Owner of Property (give names and mailing addresses of all owners) Aname William C. Hanlon street & number 7913 New Orleans Drive telephone no.: 703-768-917 City, town Alexandria state and zip code Virginia 22308 5. Location of Legal Description Courthouse, registry of deeds, etc. n/a liber folio City, town Maryland Historical Trust Historic Sites Inventory Late 1984 Federal X state county 1 Present Use agriculture museum agriculture commercial park of the edition of the park of the public of the park of the public | state Maryland 024 | | | AN AND PROPERTY OF THE PARTY OF |
| district | 3. Classification | | nto distribution de l'establicate no esta del del description de la company de la comp | |
| 4. Owner of Property (give names and mailing addresses of all owners) name William C. Hanlon Street & number 7913 New Orleans Drive telephone no.: 703-768-917 Dity, town Alexandria state and zip code Virginia 22308 5. Location of Legal Description Sourthouse, registry of deeds, etc. n/a liber street & number folio Dity, town state 6. Representation in Existing Historical Surveys State Maryland Historical Trust Historic Sites Inventory Late 1984 federal X state county in the county of the cou | district publicbuilding(s) privatestructure bothsite | occupied unoccupied work in progress Accessible yes: restricted yes: unrestricted | agriculture museum commercial park educational private re X entertainment religious government scientific industrial x transport | |
| State and zip code Virginia 22308 5. Location of Legal Description Sourthouse, registry of deeds, etc. n/a liber treet & number folio Ity, town state 6. Representation in Existing Historical Surveys tle Maryland Historical Trust Historic Sites Inventory ate 1984 | name William C. Hanlon | | ACCESSED THE STATE OF THE SECOND SECO | |
| 5. Location of Legal Description courthouse, registry of deeds, etc. n/a liber treet & number folio ity, town state 5. Representation in Existing Historical Surveys tle Maryland Historical Trust Historic Sites Inventory ate 1984 federal X statecounty! epository for survey records 21 State Circle | city, town Alexandria | state | | 7217 |
| treet & number folio ity, town state Courthouse, registry of deeds, etc. n/a liber folio ity, town state Courthouse, registry of deeds, etc. n/a liber folio ity, town state Courty federal X state county federal X state | | | | Manager And or consideration |
| ity, town State 3. Representation in Existing Historical Surveys tle Maryland Historical Trust Historic Sites Inventory ate 1984 | courthouse, registry of deeds, etc. n | | | |
| Representation in Existing Historical Surveys tle Maryland Historical Trust Historic Sites Inventory ate 1984 | | | folio | Principal of Salayan X special constraints and security of the salay o |
| tle Maryland Historical Trust Historic Sites Inventory ate 1984 | | | | |
| ate 1984 | z. nepresentation | in Existing | Historical Surveys | Managara at almost a subsection and a su |
| epository for survey records 21 State Circle Annapolis Maryland 21/01 | tte Maryland Historical | Trust Historic Sit | es Inventory | · · · · · · · · · · · · · · · · · · · |
| tv. town Annapolis Maryland 21401 | ate 1984 | | federal X statecounty _ | local |
| ty, town Annapolis state Maryland 21401 | epository for survey records 21 S | state Circle | | |
| | lty, town Anna | polis | state Maryland 214 | 01 |

7. Description

Survey No. T-510

| Condition X excellent good | deteriorated | Check one unaitered altered | Check one ☑/△original site moved date | of | move | And the second second |
|------------------------------|--------------|-----------------------------|---|----|------|-----------------------|
| fair | unexposed | | | | | |

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SANDY is a 28' 1-1/4" long sailing log canoe with two masts and a racing rig. Log-built, with carvel-fitted rising planks, the boat has a beam of 6' 8-1/4". She is double-ended, with a longhead bow and a sharp stern. Her exact provenance is unknown, but she has been racing in the St. Michaels area since 1938. She may have been built on the western shore. The canoe has a racing rig (refurbished in 1971), a centerboard, and her original log hull, which is painted white. She is privately owned and races under No. 7.

SANDY shows typical Tilghman-style log construction, with carvel-fitted rising plnaks. She has little freeboard. The bow has an almost plumb stem and a longhead. A rudder is hung outboard on the sharp stern. An outrigger, or bumpkin, overhangs the stern. The bowsprit is long and set up with heavy standing rigging (bowsprit shrouds and bobstay).

The rig consists of two masts with adjustable rake. The foremast is stayed with two shrouds and a forestay, on which the jib is laced. The masts were new in 1971, as were the sails. The foremast is 44' high and the mainmast 32' high. The sails are rigged with sprits and clubs at the clew.

Without auxiliary power, the canoe is towed to and from races. Racing gear includes springboards and extra sails. The boat is open, with fittings including a centerboard trunk, mast-steps, and slanted washboards forming a half-deck. The hull is painted white and remains unglassed. Trailboards carried on the longhead and nameboards on the hull have the name SANDY painted on them.

In 1965 the vessel was rebuilt from the hull up by the late Capt. Louie Zang of Galesville, Maryland and Joe Dawson of Annapolis. The new masts were made by Sam McQuay of Tilghman Islander removes Dannay

SANDY was built as a working canoe, of three logs and heavy construction, particularly broad in the stern for her length. While the boat's history can only be traced back to the 1930s, the growth rings on her logs indicate 150 years of growth on them—logs that would have been rare after the late 19th century. Because of the age of her logs, the fact that only three logs were used, and the original fitting together of the logs with butterfly plates, as well as the use of natural crooks or knees as deck supports, the owners guess that SANDY may be 125 years old. If so, she is the oldest canoe in the racing fleet today.

| 8. Sign | ificance | Survey No. T-510 |
|---|---|---|
| Period prehistoric 1400-1499 1500-1599 1600-1799 1800-1899 1900 | Areas of Significance—Check and justife archeology-prehistoric community archeology-historic conservation agriculture economics architecture education art engineering x commerce exploration communications industry invention | planning landscape architecture religion on law science literature sculpture military social/ |
| Specific dates | Ca late 19th Builder/Archit | ect Unknown |
| ar Appl | icable Criteria: \underline{x} A B \underline{x} C and/or icable Exception: A B C and of Significance: \underline{x} national | _D _E _F _G _x none |

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the last — surviving traditional Chesapeake Bay racing log canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. In addition, it is a surviving representative of the oldest indigenous type of boat on the Bay—the working log canoe—which was developed in the 17th century by early European settlers from the aboriginal dugout canoe.

Used for transportation and for harvesting the rich bounty of the Bay, log canoes changed little over the centuries. Constructed of from two to seven logs and ranging in length from 20 to 35 feet, they were rigged with one or two sharp-headed spritsails with or withouth a jib set on raking; unstayed pole masts. Easily and cheaply constructed, some 6300 existed in Bay waters in the 1880's. The working canoes first began to be raced in 1840 and by the 1870's area boatbuilders were building canoes specifically for racing, with lighter, thinner hulls and sharper lines. As mast heights increased to increase sail area the canoes became inherently unstable, necessitating the use of springboards and human ballast. Also part of the racing rig is the outrigger added for balance and to enable the sail tender to sit beyond the overlarge mainsail.

With the invention of the gasoling engine many log canoes were converted to power for oystering, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880's and 1890's, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920's. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until present day, although the number of vessels active in the fleet has varied considerably.

SANDY is significant for having been part of the racing canoe fleet since 1938 although her previous history is unknown, including her date and place of building and her builder. She also is of interest for being one of the few canoes whose original log hull has not been fiberglassed. Tradition has it that SANDY was built and owned on the Western Shore where she is called by old-timers the "store bill boat," referring to the story of a boat that was traded to a general store in payment for grocery bills then resold by the store owner, then traded back to him for someone else's grocery bill. In any case the vessel was purchased in 1938 by the late Walter Tyler of Arundel on the Bay and raced at St. Michaels. In 1955 she was purchased by Bill Hanlon who has raced her ever since. The Hanlons have made extensive repairs to the hull (1965) and repaced the masts in 1971.

Major Bibliographical References T-510 Brewington, Marion V., Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md.; Cornell Maritime Press, 1963) **Geographical Data** Acreage of nominated property less than one acre Quadrangle name Claiberne, MDI 1:24000 Quadrangle scale **UMT References** Zone Verbal boundary description and justification The historic boundary of this movable vessel is co-terminous with the hull. is usually stored at the location indicated in Item 2. List all states and counties for properties overlapping state or county boundaries state n/a code county code state county code Form Prepared By name/title Anne Witty and Dr. Mary Ellen Hayward organization Maryland Historical Society date May 1984 street & number 201 West Monument Street telephone (301) 685-3750 Baltimore state | Maryland 21201 city or town

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

T-510 SANDY (log canoe) Sherwood, Maryland

SANDY is a 28'1-1/4" sailing log canoe in the racing fleet. She is log-built with carvel-fitted rising planks, a longhead bow, sharp stern, and a beam of 6'8-1/4". Her sailing rig consists of two masts with adjustable rake--a 44' foremast and 32' mainmast--that carry a foresail, mainsail, and large jib. Built sometime before 1938, probably on the Western Shore, SANDY gains her significance for being one of the last 22 surviving Chesapeake Bay racing log canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's.

Survey No. T-510

Maryland Historical Trust State Historic Sites Inventory Form

Magi No. 2105105633

DOE __yes __no

| 1. Nam | (indicate pre | oforred name) | | |
|--|---|--|---|--|
| I. Nam | e (indicate pre | sterred name) | | |
| historic g | SANDY | | | |
| and/or common | log canoe | | | |
| 2. Loca | ation | | | |
| street & number | Sherwood Road | | | not for publication |
| city, town She | erwood | vicinity of | congressional district | |
| state Ma | ryland | county | Talbot | |
| 3. Clas | sification | | | |
| Category district building(s) structure site object | Ownership public private both Public Acquisition in process being considered not applicable | Status X occupied unoccupied work in progress Accessible yes: restricted yes: unrestricted no | Present Use agriculture commercial educational entertainment government industrial military | museum park private residence religious scientific x transportation other: |
| 4. Owr | ner of Prope | rty (give names a | and mailing addresses | of <u>all</u> owners) |
| name | William C. Hanlon | | | |
| street & number | 7913 New Orleans | s Drive | telephone no | .: 703-768-9179 |
| city, town | Alexandria | state | and zip code Virgin | ia 22308 |
| | ation of Leg | al Descripti | on | |
| courthouse, reg | istry of deeds, etc. | | | liber |
| street & number | 7 | | | folio |
| city, town | | | state | |
| 6. Rep | resentation | in Existing | Historical Surve | eys |
| title | | | | |
| date | | | federal state | county loc |
| pository for s | survey records | | | - |
| city, town | | | state | |

| | | | | | 1 010 | |
|------------------------------------|------------------------------|-------------------------------|------------------------------------|---------|-------|---|
| Condition X excellent good fair | deteriorated ruins unexposed | Check one unalteredX_ altered | Check one original site moved date | of move | | 1 |

Survey No.

T - 510

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

7. Description

SANDY is a 28' 1-1/4" long sailing log canoe with two masts and a racing rig. Log-built, with carvel-fitted rising planks, the boat has a beam of 6' 8-1/4". She is double-ended, with a longhead bow and a sharp stern. Her exact provenance is unknown, but she has been racing in the St. Michaels area since 1938. She may have been built on the western shore. The canoe has a racing rig (refurbished in 1971), a centerboard, and her original log hull, which is painted white. She is privately owned and races under No. 7.

SANDY shows typical Tilghman-style log construction, with carvel-fitted rising plnaks. She has little freeboard. The bow has an almost plumb stem and a longhead. A rudder is hung outboard on the sharp stern. An outrigger, or bumpkin, overhangs the stern. The bowsprit is long and set up with heavy standing rigging (bowsprit shrouds and bobstay).

The rig consists of two masts with adjustable rake. The foremast is stayed with two shrouds and a forestay, on which the jib is laced. The masts were new in 1971, as were the sails. The foremast is 44' high and the mainmast 32' high. The sails are rigged with sprits and clubs at the clew.

Without auxiliary power, the canoe is towed to and from races. Racing gear includes springboards and extra sails. The boat is open, with fittings including a centerboard trunk, mast-steps, and slanted washboards forming a half-deck. The hull is painted white and remains unglassed. Trailboards carried on the longhead and nameboards on the hull have the name SANDY painted on them.

In 1965 the vessel was rebuilt from the hull up by the late Capt. Louie Zang of Galesville, Maryland and Joe Dawson of Annapolis. The new masts were made by Sam McQuay of Tilghman Islander embers Damy

SANDY was built as a working canoe, of three logs and heavy construction, particularly broad in the stern for her length. While the boat's history can only be traced back to the 1930s, the growth rings on her logs indicate 150 years of growth on them—logs that would have been rare after the late 19th century. Because of the age of her logs, the fact that only three logs were used, and the original fitting together of the logs with butterfly plates, as well as the use of natural crooks or knees as deck supports, the owners guess that SANDY may be 125 years old. If so, she is the oldest canoe in the racing fleet today.

| | Significance |
|----|---------------------|
| | CIMBITICANCE |
| 0- | 3 I U I I I I Can C |
| | O.J |

| Period prehist 1400-1 1500-1 1600-1 1700-1 ※ 1800-1 | 499 1599 1699 1799 | Areas of Significance archeology-prehist agriculture architecture art commerce communications | oric c | eck and justi communit conservati economics education engineerir exploratio industry invention | y plannin ion s ng | 19 | landscape at law literature military music philosophy politics/gove | | science sculptu social/ humani theater x transpo | e ire itarian |
|---|-----------------------------|--|-----------|--|-----------------------------|-----|---|-------------|--|---------------------|
| Specific d | lates | Unknown | | Builder/Archi | tect | | Unknown | | | |
| | a: App1 | icable Criteria: nd/or icable Exception: | A A | | D | E | FG | 1.10 × 1.00 | | |
| • | Leve | 1 of Significance: | | national _ | _state | elc | cal | | | |

Survey No.

T-510

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the last 22 surviving traditional Chesapeake Bay racing log canoes that carry on a tradition of racing on the Eastern Shore of Maryland that has existed since the 1840's. In addition, it is a surviving representative of the oldest indigenous type of boat on the Bay—the working log canoe—which was developed in the 17th century by early European settlers from the aboriginal dugout canoe.

Used for transportation and for harvesting the rich bounty of the Bay, log canoes changed little over the centuries. Constructed of from two to seven logs and ranging in length from 20 to 35 feet, they were rigged with one or two sharp-headed spritsails with or thouth a jib set on raking; unstayed pole masts. Easily and cheaply constructed, some JO existed in Bay waters in the 1880's. The working canoes first began to be raced in 1840 and by the 1870's area boatbuilders were building canoes specifically for racing, with lighter, thinner hulls and sharper lines. As mast heights increased to increase sail area the canoes became inherently unstable, necessitating the use of springboards and human ballast. Also part of the racing rig is the outrigger added for balance and to enable the sail tender to sit beyond the overlarge mainsail.

With the invention of the gasoling engine many log canoes were converted to power for oystering, but were then converted back to sail as interest in racing waxed and waned over the years. After peak years of popularity in the 1880's and 1890's, interest in log canoe racing waned in the first two decades of the 20th century only to be revived again in the 1920's. The popularity of racing, spearheaded by the Miles River Yacht Club, continued unabated until present day, although the number of vessels active in the fleet has varied considerably.

SANDY is significant for having been part of the racing canoe fleet since 1938 although her previous history is unknown, including her date and place of building and her builder. She also is of interest for being one of the few canoes whose original log hull has not been fiberglassed. Tradition has it that SANDY was built and owned on the Western Shore where she is called by old-timers the "store bill boat," referring to the story of a boat that was traded to a general store in payment for grocery bills then resold by the store owner, then traded back to him for someone else's grocery bill. In any case the vessel was purchased in 1938 by the late Walter Tyler of Arundel on the Bay and raced at St. Michaels. In 1955 she was purchased by Bill Hanlon who has raced her ever since. The Hanlons have made extensive repairs to the hull (1965) and repaced the masts in 1971.

9. Major Bibliographical References Survey No. T-510

Marion V. Brewington, Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md: Cornell Maritime Press, 1963)

| | · | | | | | | | | |
|--|---------------|------------|--------------|----------|--------|---------------------------------------|---------|----------|--|
| 10. Ge | ograp | hical | Data | | | | | | |
| Acreage of non Quadrangle na UTM Reference | me | | | ences | | Qı | ıadrang | le scale | |
| Zone Eas | | Northing | | | B Zone | Easting | | Northing | |
| C | | | | | D | | | | |
| Verbal bound | ary descripti | on and jus | tification | | H [] | | | | |
| ist all states tate | and countie | | erties overl | apping s | | ounty bound | daries | code | |
| tate | | | code | coun | ty | | | code | |
| 11. Fo | rm Pre | pared | d By | | | · · · · · · · · · · · · · · · · · · · | | | |
| ame/title | Anne Witt | у/ М.Е. 1 | layward | | | | | | |
| rganization | Maryland | Historica | al Society | 7 | da | ite 5/84 | | | |
| treet & number | | Monument | | | tel | lephone 6 | 85–37 | 50 | |
| ity or town | Baltimo | re | | | sta | | /land | 4 | |
| | | | | | | | | | |

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

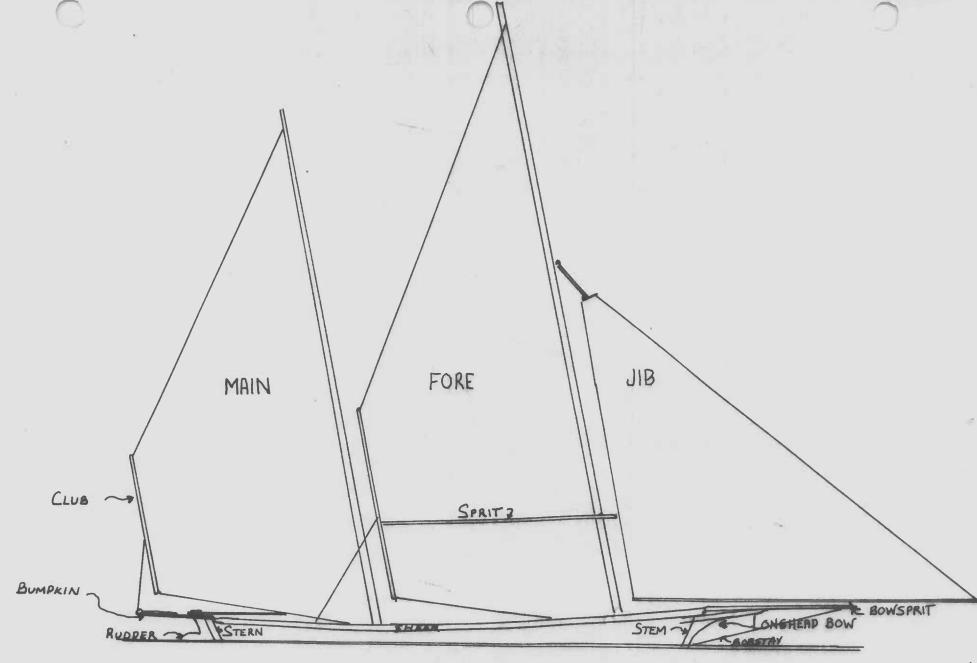
return to:

Maryland Historical Trust

Shaw House 21 State Circle

Annapolis, Maryland 21401

(301) 269-2438



SAIL PLAN OF TILBHMAN ISLAND CANOR after drawing by J.G. Earle



T-510

SANDY

St. Michaels, Md

Port side

A.E. Witty 7/84



T-510

SANDY St. Michaels, Md

Port side, under sail A.E. Witty 7/84